



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

AIM/TF/5 — WP/03
11/28/22

**Fifth North American, Central American and Caribbean Working
Group (NACC/WG) Aeronautical Information Management Implementation Task
Force Meeting (AIM/TF/5) and
Introductory Workshop on Changes to Doc 8126 — Aeronautical Information
Services Manual New 7th. Ed.**

ICAO NACC Regional Office, Mexico City, Mexico, 28 to 30 November 2022

**Agenda Item 5: ICAO activities related to Notice to Airmen (NOTAM) improvement and
SNOWTAM applicability**

**ICAO ACTIVITIES RELATED TO NOTICE TO AIRMEN (NOTAM) IMPROVEMENT
AND SNOWTAM APPLICABILITY**

(Presented by the AIM/TF Rapporteur)

EXECUTIVE SUMMARY

This Working Paper presents information on the need for a Regional Contingency Planning to ensure the continuity of AIM and/or NOTAM services, while maintaining a high level of safety, according to the status of implementation of AIM and/or NOTAM Contingency Plans in the Region. Furthermore, States are encouraged to sign approved Letters of Agreement (LoAs) among States, Territories and International Organizations (IOs).

Action:	Described in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Annex 11 – Air Traffic Services• Annex 15 – Aeronautical Information Services• Doc 4444 – PANS-ATM• Doc 8126 – Aeronautical Information Services Manual

1. Introduction

1.1 The Global Campaign on NOTAM Improvement (NOTAM2021) was launched on 8 April 2021 with Phase 1 on old NOTAM. The objective is to eliminate the number of old NOTAM still in circulation.

1.2 Since GREPECAS/13 Meeting, some Guidance Material on NOTAM contingency plans was provided with the purpose to urge States to develop their NOTAM contingency plans mainly for Flight Information Regions (FIRs) and participate in bilateral or multilateral agreements with other States,

Territories and even International Organizations. The AIM/TF Meeting needs to create a kind of catalogue that is regularly updated as the “Regional Catalogue of NOTAM Contingency Plans”.

1.3 ICAO will facilitate the integration of the Regional Contingency Plans into a NACC Regional Contingency Plan for submission at GREPECAS 19 for consideration with membership from all FIRs and other stakeholders (IATA, IFALPA, IFATCA, Airspace Users, Military, etc.).

1.4 Within the AIM TF, an AdHoc AIM Contingency Plan Workgroup was created to formalize a NOTAM and AIM Contingency Plan Template.

The templates were successfully created by the AdHoc AIM Contingency Plan Workgroup and is available online on the ICAO NACC AIM webpage.

1.5 The Main Objectives are that States:

- a) Create national AIM – NOTAM Contingency Plans with adjacent FIRs
- b) coordinate Contingency NOTAM with adjacent FIRs in order to facilitate functionality of contingency plans
- c) update existing Contingency Plans and ensure their completeness and interoperability for Data Sets exchange.
- d) facilitate publication of contingency plans for implementation in the event of disruption
- e) Integrate Contingency Plans together ATM Contingency plans as a final step.

2. Discussion

2.1 The requirements for the implementation of Performance Based Navigation (PBN) and the autonomous navigation systems, need AIM requirements to ensure the timely quality information and data distribution, in order to reduce or eliminate the possible impact of labour conflicts and natural disasters on the continuous provision of the AIM and ANS services, providing the necessary technical and management measures for coordination and operational procedures to be adopted before, during, and after any contingency phase(s) or stage(s).

2.2 Some States of the Region already have an AIM and/or NOTAM contingency plan, while the majority still do not have such Contingency Plan in place. It will be necessary to update the status of AIM Contingency Plan implementation during this meeting.

2.3 The AIM and NOTAM Contingency Plan is subject to a periodic revision. Any modification requires coordination among the parties, and it has been agreed that any modification made will be effective at least 30 days after its approval.

3. Progress in the AIM/NOTAM Contingency Plans for NAM/CAR

3.1 Progress so far in AIM/NOTAM Contingency Plans for NAM/CAR Regions and Tasks Related with the NOTAM Global Campaign, are as follow:

- a) The AIM TF AdHoc AIM Contingency Plan Workgroup has had various Teleconference meetings.
- b) The AIM and NOTAM Contingency Plan Templates were created, with the intention to facilitate States in getting such plans in place.

3.2 Priority is given to the major important service continuity for safe Air Navigation Service Provision.

3.3 Compliance to Annex 15, Doc 10066 - PANS-AIM and the updated Doc is maintained.

3.4 The NAMCCAR State - AIM Transition Implementation Status file has been sent to all AIM TF members to update / fill out, in order to support 3.3 above.

4. Conclusion

4.1 With the ongoing weather conditions alone, it is clearly noted a minimum of a NOTAM contingency plan is required in order to support major routes in terms of air traffic flow across the FIRs. It is fundamental that the plan is not limited to the States' borders but cross borders with other States being thus inter-regional.

4.2 In this regard, the AIM Ad-hoc group of selected States, Territories and International Organizations (IOs) facilitated in the development of a robust and efficient regional AIM and/or NOTAM contingency plan template.

4.3 States/ANSPs and IOs are invited to sign a MoU/LoA for implementation of AIM and/or NOTAM Contingency Plans to address corresponding responsibilities and should ensure adequate coordination of the Contingency Plans with Military and Airspace users.

4.4 To enhance Contingency Planning States are encouraged to:

- implement CPDLC, AIDC and AMHS
- complete transition from AIS to AIM, with the correct AIXM support system
- involve with military stakeholders
- ensure adequate conduct of safety assessment prior to Contingency Plans
- ensure the application of Surveillance Radar safety nets when available
- collaborate in the implementation of Surveillance Data Sharing within the NAM/CAR Regions
- ensure regular review of Contingency Plans and MoUs
- consider the inclusion of Cybersecurity threats in their Contingency Plans
- ensure adequate information flow during contingency
- publish their Contingency Plans by the end of 2023 for effective implementation on AIRAC Cycle.

5. Suggested Actions:

- 5.1 Based on the above, the Meeting is invited to:
- a) update the corresponding Contingency plans or develop their Contingency Plans in case they do not have one;
 - b) urge States to share information for the benefit of the region and contribute for better Contingency plans meeting the requirements included in Annexes: 11, 15, PANS-ATM, Doc 8126 and the conclusions of the ANS Meetings;
 - c) Report on progress of the AIM and NOTAM Contingency Plan implementation; and,
 - d) sign LoAs or MoUs with other States, Territories and/or International Organizations where applicable.

— END —

GRF Implementation Status NACC - AIM TF report

State	Current Implementation Status: AIM Unit	Current Implementation Status: Airport OPS	Implement on NOV 04-2021?	If not implemented, by when? >>>>	>>> is ICAO NACC informed of the differences?	If implemented, please provide a BRIEF GRF Implementation overall experience / evaluation of implementation period up to now
Antigua and Barbuda	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021
Bahamas	In progress	In progress	No	31-Dec-22		In conversations with Civil Aviation authority
Barbados						
Belize						
Canada	Completed	Completed	Yes	N/A	Yes	GRF implementation since 12 AUG 2021
Costa Rica	Completed	Completed	No	4-Nov-22	Yes	GRF implementation NOV 4 - 2022
Cuba	In progress	In progress	No	30-Nov-22	Yes	
Curaçao (Aruba, Bonaire, Sint Maarten, Saba, St. Eustatius, Saba)	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021, is carried out accordingly. Some DC airports are using manual analysis instead of an automated system/tool. It is recommended to use an automated tool in order to avoid Human errors.
Dominica						
Dominican Republic						
El Salvador	In progress	In progress		4-Nov-22	Yes	Contact persons have been appointed, and documents to be amended have been identified.
Grenada						
Haiti						
Honduras	In progress	In progress	No	31-Dec-22	Yes	
Jamaica	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021
Saint Lucia	In progress	In progress	No	31-Dec-22	No	
México	In progress	In progress	No	???	No	
Montserrat						
Nicaragua						
Trinidad and Tabago	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021
United States / FAA						
State / Country						
State / Country						
State / Country						
State / Country						
State / Country						
State / Country						
State / Country						

Last Updated 24-Nov-22

Total States	21	100.0%
Total Completed	6	28.6%
Total in Progress	6	28.6%
Total Not reported	9	42.9%

GRF Implementation Status

